





Today's  
Advertisements.

## NOTICE.

IT is hereby notified that the PORTION of WING LOK STREET leading from the HARBOUR OFFICE WESTWARDS to the PRAYA will be CLOSED to WHEELED TRAFFIC until further notice.

By Order,  
J. H. STEWART LOCKHART,  
Colonial Secretary,  
Hongkong, 26th August, 1896. [1348]

## GENERAL DRAPERY.

WANTED A RELIABLE ASSISTANT as GENERAL SALESMAN in a RETAIL DRAPERY STORE.

Apply by Letter, stating Experience, &c., to  
W. POWELL & Co.,  
Hongkong, 26th August, 1896. [1349]

## JUST LANDED.

A FRESH STOCK of MILK-MAID BRAND, SWISS MILK.  
Per 1 Doz Tins ..... \$2.00  
5% Discount for Cash.

H. RUTTONJEE,  
Hongkong, 26th August, 1896. [1346]

CHINA NAVIGATION COMPANY, LIMITED.  
FOR SHANGHAI.

"KASHING,"  
Captain Hopkins, will be despatched as above TO-MORROW, the 27th instant, at Noon.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 26th August, 1896. [1344]

THE Steamship  
FOR SHANGHAI.

"NANYANG,"  
Captain F. W. Seabrook, will be despatched for the above Port TO-MORROW, the 27th instant, at 4 P.M. Instead of as previously advertised.  
For Freight or Passage, apply to  
SIEMSEN & Co.,  
Hongkong, 26th August, 1896. [1345]

CHINA NAVIGATION COMPANY, LIMITED.  
FOR SHANGHAI.

"KANSU,"  
Captain Summerbell, will be despatched as above on FRIDAY, the 28th instant, at 3 P.M.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 26th August, 1896. [1344]

NIPPON YUSEN KAISHA.  
FOR SINGAPORE, COLOMBO AND BOMBAY.

THE Company's Steamship  
"KNIGHT OF ST. JOHN,"  
Captain A. H. Bill, will be despatched for the above Ports on MONDAY, the 27th instant, at Noon. Instead of as previously advertised.  
For Freight, apply to  
NIPPON YUSEN KAISHA,  
Hongkong, 26th August, 1896. [1347]

NAVIGAZIONE GENERALE ITALIANA.  
(FLORENCE & RAVENNA UNITED COMPANIES).

STEAM FOR  
SINGAPORE, PENANG AND BOMBAY.  
Having connexion with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LIGHERNO and GENOA.

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD.

ALSO  
BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship  
"LETIMBO,"  
Captain Bell, will be despatched as above on WEDNESDAY, the 28th instant, at Noon.  
At Bombay the Steamers are discharging in VICTORIA DOCK.

For Further Particulars regarding Freight and Passage, apply to  
CARLOWITZ & Co.,  
Agents.  
Hongkong, 26th August, 1896. [1345]

OCEAN STEAMSHIP COMPANY.  
FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship  
"TANTALUS,"  
Captain Hancock, will be despatched as above on THURSDAY, the 29th instant, at Noon.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 26th August, 1896. [1350]

DAKIN, CRICKSHANK & COMPANY, LIMITED.  
VICTORIA DISPENSARY,  
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRY VADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a daily qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and other Large Consumers.

Any complaints should be addressed to the Manager.  
Hongkong, 26th May, 1896. [1347]

## Antidation.

A. S. WATSON & CO.,  
LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS

AERATED WATERS.

OUR AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The Purest Ingredients only are used, and the utmost Care and Cleanliness exercised in the Manufacture throughout.

The Water used is proved by repeated Analyses to be Absolutely Pure.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG." And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—

PURE AERATED WATER,

SODA WATER,

LEMONADE,

POTASH WATER,

SELTZER WATER,

LITHIA WATER,

SARSAPARILLA WATER,

TONIC WATER,

GINGER ALE,

GINGERADE.

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

Hongkong, 26th August, 1896.

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, AUGUST 26, 1896.

## NOTES AND COMMENTS.

We note the advent in Shanghai of two new journals—the *Shanghai Daily Press* and the *Shanghai Times*. The former has actually been born, while the latter is to be presented to the world on the 1st proximo. We welcome both. The more the merrier. We hope both will succeed (although we have our doubts on that point) and will accomplish for their proprietors and Editors all that the most sanguine can reasonably expect either in the way of money or renown. Above all things, we trust they will keep their promises to the public and be truly independent of all local influences and of all national and personal prejudices. A really independent paper, whose information—no matter from what source—is carefully examined and checked, so far as circumstances and time permit, and whose opinions are the result of the personal study and investigation of the Editor, aided by the best available lights, is a very valuable production and ought to meet with subscribers and supporters everywhere. But independence does not consist in the publication of anything and everything that comes to hand in the way of news, irrespective of its origin, or of the propriety or fitness of its publication; neither does it consist in an entire freedom from all the restraints imposed on writers by the rules of right reason, of logic, of grammar, and common sense. Independence, too, is a plant of slow growth. The young journal, like the young tree, must have some support, and it is only bit by bit that it gathers strength enough and buries itself deeply enough to depend entirely on its own wide-spreading roots and branches for aliment and support.

We do not like to see a newspaper start into existence under the name *Times* or under any combination of which that name forms a part. It is too ambitious. It seems to promise too much, and journals that adopt it seem seldom to have any very prolonged existence. There have been many *Times* and they are no longer. We hope the *Shanghai Times* will not follow the example of its unlucky namesakes. The *Shanghai Daily Press* has got ahead of it at the start and is first in the field. However, the race is not always to the swift, and the rivals may get on equal terms before long. We anticipate some fun out of the contest, as both are evidently jealous of each other.

It is a noteworthy fact that some one, whether here or in England, has taken the trouble and gone to the expense of furnishing all the Eastern newspapers with copies of the official correspondence about our Petition to Parliament for a reform in the government of the Colony. This could not well have been done from home, as the papers and despatches

were not put into type at home. The papers were printed in Hongkong at the expense of the Colony. It seems tolerably clear from the notices in the different journals to hand that what has reached them is not cuttings or extracts from the local papers, but the official publication itself. If so, by whom and by whose authority has it been so widely distributed? We should like to know. Is the Government so very proud of its victory, and of the means by which it has been obtained? We can hardly think so. Are there any individuals connected with the Government so very proud of their share in the contest—of their individual contributions to the winning score—that they desire to make it known to all creation that they batted? It may be so. Anyhow, no official correspondence ever published before in Hongkong has been favoured with so wide a circulation, and we should like to know at whose expense it has been done.

Who is to pay the damages to which the Sanitary Board have been declared liable? Surely not the public. The Board as at present constituted is not the Board established by the *Public Health Ordinance*, and to which certain powers and a very wide discretion in emergencies were entrusted by law. That Board had a definite constitution and consisted of a majority of unofficial members. The present Board is entirely official, with one unfortunate exception, and it has been illegally and improperly maintained in power and place in its mutilated condition, solely for the purpose of gratifying the official love of power, and the official desire to show the public that in an emergency they—the officials—could do as much and as good work as any popularly constituted body, and do it with less discussion and with less friction. They have not succeeded in satisfying the community on either point. They have been at sixes-and-sevens among themselves. Nearly everything they have taken in hand has either been wrong or done in the wrong way, and the general sanitation of the Colony is not, either in theory or in practice, one whit nearer perfection than it was when Dr. Ho Kai and Dr. Hartigan and Messieurs FRANCIS and LEIGH vacated their seats on the Board in disgust.

Mr. COOPER and Dr. CLARKE, between them, ought to be made to pay these damages. It would be a useful lesson for both. They acted, and authorised their subordinates to act in these matters without any legal advice or assistance, and, in one case certainly, contrary to the advice given them.

Is the appointment of Dr. AYRES as Vice-President of the Sanitary Board a first step towards its re-constitution or is it only a *pro forma* nomination to keep up the idea that there still is a Sanitary Board? When are we to have the correspondence on the subject, and the decision of the Right Honorable JOSEPH BLAUSS? It ought to come to hand soon. The "Confidential shorthand Clerk" and the additional staff of clerks that have recently been added to the establishment of the Colonial Office ought to help matters considerably. The shorthand writer is, of course, for the sole use of the Secretary of State, whose time is too valuable to permit him to write and whose decisions on all points will be conveyed to the Under Secretaries *via voce* and taken down in writing by this new recording angel! It is two years since the question as to the position and duties of the Medical Officer of Health first came up for discussion. It is eighteen months since the unofficial members of the Board resigned their seats and challenged an appeal to the public. It is a little longer since the opinions of some of our leading citizens were surreptitiously obtained on the best methods of regulating the sanitary affairs of the Colony—opinions which some of them are most unwilling to have published—and since the Colonial Secretary submitted his ideas and opinions on the subject in a memorandum of even greater length than his famous memorandum on Constitutional Reform, and yet nothing has been done. Nothing has been made public because, we presume, the first decision of the Secretary of State was unacceptable to the local "Jacks in Office," and further misrepresentations and further remonstrances have been sent home, as was done in the case of Lord Ripon's famous despatch suggesting a Municipality for Hongkong.

We are glad to hear that some steps are being taken to enlarge the space at the disposal of the Post Office authorities. The Attorney-General and Crown Solicitor are being moved out of the ground floor of the Supreme Court-house (east side) and their Chambers will be connected with the Post Office. We also hear that, possibly, the Club-house, when its members have moved to their new abode on the Praya Reclamation, will be leased by the Government and used for Government purposes, the Supreme Court-house being entirely renovated and left entirely at the disposal of the Judicial authorities for the work of that department exclusively. The present building is amply sufficient for all the purposes implied in its title if the Law Officers of the Crown and the Registrar-General were moved elsewhere. The Registry of the Supreme Court might conveniently be located in the ground floor, together with the Summary Court and the offices pertaining thereto, and the upper storey would then afford ample accommodation for the superior Court, with proper waiting rooms for witnesses and other purposes. If any change is made in that direction, we only hope that some effort will be made to keep the place clean. Many Chinese houses not half so dirty as this den have been invaded by the Whitewash Brigade under Dr. CLARKE.

## TELEGRAMS.

## REUTER'S MESSAGES.

## GERMANY.

LONDON, August 24th.  
General Gossler has been appointed Minister for War in place of General Bismarck von Schellendorf, who has resigned.

## THE MATABELE TROUBLE.

Mr. Cecil Rhodes has arranged terms of surrender with eight important Chiefs in the Matabele hills.

## THE TRANSVAAL RAIDERS.

The Hon. C. Coventry has been released from gaol owing to ill health.

## CRICKET.

Australia has beaten Gloucester by an innings and fifty, four runs.

## (From Bangkok Observer.)

## GREECE HELPLESS.

LONDON, August 13th.  
The Greek Government, in replying to the renewed urging of the Powers to prevent the despatch of arms and volunteers to Crete, states that it is doing its utmost, but that the people are inflamed by the news of the recent massacres.

## ARBITRATION.

LONDON, August 14th.  
Mr. Balfour has stated that he will ever hope that England will be fully agreed with America as far as concerns arbitration on the Venezuelan question.

## LOCAL AND GENERAL.

A MEETING of the Sanitary Board will be held to-morrow at 4.15 p.m.

MRS. BELLIOS' garden party has been postponed until to-morrow, the 27th instant, owing to the inclemency of the weather.

THE Burns statue presented to the burgh of Irvine by Mr. John Spence, Glasgow, a native of the town, was unveiled on the 19th ultimo by Mr. Alfred Austin, the Poet Laureate.

THE Rooms of the British Mercantile Marine Officers' Association are now situated at No. 4 Blue Buildings, first floor, and are quite ready for the use of members of the B. M. M. O. A.

It is reported that Her Majesty the Queen has caused it to be stated that she desires no national celebration on her accession until she has actually reigned sixty years, i.e., the 20th of June, 1897.

THE Hongkong and Whampoa Dock Company, Limited, notify that contributing shareholders should send in to the Secretary a statement of business contributed during the half-year ended 30th June, 1896, on or before the 15th September, on which date the accounts will be closed.

THE following appointments are notified in the *London Gazette*:—Mr. Octavius Johnson, to be her Majesty's Consul at Kinkiang; Mr. Edward Lancelot Rough Allen, to be her Majesty's Consul at Kluang; and Mr. Frederick Samuel Augustus Bourne, to be her Majesty's Vice-Consul at Pagoda Island.

THE Hon. Treasurer of the Alice Memorial and Netherdale Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Kwong Mow Tai ..... \$25  
Leung Yan Po ..... 25  
Mau On Insurance Co., Ltd. .... 25

MR. J. S. VAN BUREN, the local agent for the O. and O. Company, has received information that the *Gaile* will come to Hongkong to be docked after undergoing temporary repairs at Nagasaki. There is only one dock at Nagasaki and this can be spared only sufficient time to allow the vessel to be temporarily patched. She was expected to go into dock on Monday. She is advertised to leave Hongkong on October 17th.

THE following was issued as an *Express* at Amoy on the 22nd instant:—

H.B.M. Consulate,  
Amoy, 22nd August, 1896.  
The undersigned begs to notify to those interested in Shipping that the Medical Officer of the Port has declared Amoy to be now free of plague; the undersigned is accordingly prepared to grant vessels visiting this Port clean Bills of Health.

CHEE T. GARDNER,  
Consul.

TRINITY House has at length been persuaded to place a new horn on the South Stack Lighthouse off Dublin Bay. Representations on the subject have been forwarded from time to time to the Board, the Dublin Chamber of Commerce taking the lead in the agitation. After what has seemed to those more immediately interested in the matter an undue spell of delay, the Trinity House authorities have now adopted the recommendations put forward, and a signal which is in every respect an improvement upon the old one has been fixed. The instrument appears to have given general satisfaction to the Dublin people.

## MEMORANDA.

TO-MORROW, 27th August.  
Tacoma mail due.  
11 a.m.—English Mail closes.  
Noon—Revenue mails for London.  
4.15 p.m.—Meeting of the Sanitary Board.  
9.15 p.m.—Organ recital at the R. C. Cathedral.

LEVIN is to be levied on rice exported from Rangoon, the excess for the "squeeze" being that the provincial Government have been called upon to contribute funds for the national debt charges.

OUR report of the very enjoyable and most successful concert given by the Rifle Brigade at the City Hall last night—a most appropriate winding up of the birthday festivities—is unavoidably held over till to-morrow. The programme was well arranged, the various vocalists in good voice, the enthusiasm of the densely crowded house unbounded, and the whole affair went off as "merry as a marriage bell."

Re an advertisement which it published on the 15th the *Star Free Press* explains thus:—The advertisement which we publish in another column is only meant to satisfy the Liquidator, Mr. Williams, that no further claims exist and to allow of the final distribution of the Syndicate's assets among shareholders. A sum of £50,000 has already been distributed, and the balance in hand, after sundry necessary expenses have been met, will probably suffice to give a further return of £1.41. or so per share, making, if this estimate is correct, a total of about £3.14s. returned on every £1 share. The further return should be announced shortly.

THIS should interest Customs officers:—An important seizure of opium was made recently at Rangoon on the arrival of the steamship *Pentakota* from the Straits. A Chinaman's luggage was found to contain a box full of Chinese cakes. Mr. Howard broke one or two of these cakes and tasted them and the inside of the cakes were found to contain sugar in a jelly. Not being satisfied, the officer broke some more cakes and discovered the contents under the crust to be opium. Altogether two bags and two boxes were found in different places, and the presumption is that the owners of the other seeing the officers examining one of their comrades ran away, leaving their packages behind.

AT Petrieu, near Bangkok, a few days ago gang of brigands attacked a Mr. Montessor, Pire Volain and Pire Genovis. It was Siamese ruffians who attacked Mr. Montessor, while the two French Fathers were the victims of Chinese marauders, who are supposed to be members of a secret society. According to latest accounts Pire Volain, who appears to have been severely handled, is out of danger. It is, however, expected that both Fathers will have to go down to Bangkok for medical treatment. This is not the first time that French missionaries have been attacked in Petrieu. It is not long ago that a French Father was arrested and placed in chains, and Pire Peibet also suffered at the hands of brigands, only escaping with his life owing to the devotion of his servant.

A MEETING of the Leith Marine Board was held on the 18th ultimo to present Captain Jenkins, of the steamer *Massequia*, of Bristol, and late of the steamer *Monomey*, of Newcastle, with a gold watch from the Emperor of Germany. The presentation was made to the captain for rescuing the crew of the German schooner *Hidwig* in the Atlantic on 18th February, 1894. When the schooner was sighted she had been drifting along in a disabled state for three days. The boats were useless, the crew exhausted, and the provisions finished. A boat was lowered from the *Monomey*, and manned by a volunteer crew of four men, under the charge of the first officer, it proceeded to the rescue. They succeeded with great difficulty in rescuing the crew of eight men and the captain's wife and child. The shipwrecked persons were landed at Havre. A strange steamer, it is stated, passed the sinking vessel without taking any notice of the signals of distress. Captain Riddle, who occupied the chair, said it was gratifying to know that that gallant rescue under trying circumstances had found acknowledgment at the hands of the German Emperor. On the back of the watch is the monogram of the Kaiser, and on the inside his portrait is engraved. Captain Jenkins suitably acknowledged the gift.

## THE U. S. ELECTIONAL VOTE.

The *San Francisco Examiner* makes out the following estimate of the probable division of the electoral vote:—

| Total vote (45 States) | Necessary to a choice | FOR BRYAN.              | FOR McKinley.          |
|------------------------|-----------------------|-------------------------|------------------------|
| 447                    | 224                   |                         |                        |
|                        |                       | Alabama ..... 11        | Connecticut ..... 6    |
|                        |                       | Arkansas ..... 8        | Delaware ..... 3       |
|                        |                       | California ..... 9      | Maine ..... 3          |
|                        |                       | Colorado ..... 4        | Massachusetts ..... 15 |
|                        |                       | Florida ..... 4         | New Hampshire ..... 4  |
|                        |                       | Georgia ..... 13        | New Jersey ..... 10    |
|                        |                       | Idaho ..... 3           | New York ..... 36      |
|                        |                       | Kansas ..... 10         | Ohio ..... 23          |
|                        |                       | Kentucky ..... 13       | Pennsylvania ..... 32  |
|                        |                       | Louisiana ..... 8       | Rhode Island ..... 4   |
|                        |                       | Mississippi ..... 9     | Vermont ..... 4        |
|                        |                       | Missouri ..... 17       |                        |
|                        |                       | Montana ..... 3         | Total ..... 143        |
|                        |                       | Nebraska ..... 8        | DOUBTFUL.              |
|                        |                       | Nevada ..... 3          | Illinois ..... 24      |
|                        |                       | North Carolina ..... 11 | Indiana ..... 15       |
|                        |                       | South Carolina ..... 9  | Iowa ..... 13          |
|                        |                       | Tennessee ..... 12      | Maryland ..... 8       |
|                        |                       | Texas ..... 15          | Michigan ..... 14      |
|                        |                       | Utah ..... 3            | Minnesota ..... 9      |
|                        |                       | Virginia ..... 12       | North Dakota ..... 3   |
|                        |                       | Wyoming ..... 3         | Oregon ..... 4         |
|                        |                       |                         | South Dakota ..... 4   |
|                        |                       |                         | Washington ..... 4     |
|                        |                       |                         | West Virginia ..... 6  |
|                        |                       |                         | Wisconsin ..... 12     |
| Total ..... 447        |                       | Total ..... 116         |                        |

to devote say \$100,000 or \$200,000 to the cause.

## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

## THE MILITARY MULCT.

A SCHEME FOR LESSENING THE BURDEN.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." SIR,—I have often thought it very strange that neither you nor any of the ratepayers' representatives in the Legislative Council has ever been able to devise a means whereby the burden of the Military Mulct (dubbed by courtesy Military Contribution) can be lightened either by a reduction, authorised by the Secretary of State, of the annual remittance of about \$360,000. Our Imperial taskmasters have been asked over and over again and in diverse ways and through diverse channels to "ease up" a little, but have absolutely, and we now learn (as far as they are concerned) finally refused to modify the exaction. That is the situation to-day, and it therefore behoves those who take a real and not merely a superficial interest in the colony to carefully think it over in the hope of hitting on some plan whereby this great burden may be lightened. Possibly some of our "leading lights" are giving considerable attention to this question and will not take it amiss—will not consider me impudent or mischievous—if I take the liberty to throw out a suggestion through the medium of your popular columns. The fact is, Sir, that I have during the past few weeks worked out several supposed solutions of the problem. Some of the calculations looked hopeful enough at first, but when I got down to figures, interests affected, and up forth, I found all but one scheme entirely outside the bounds of justice and fair play to the masses. The one scheme that appears to me to be feasible owing to the fact that it involves no hardship on any one or any class, I beg to submit for the consideration of your readers as follows:—

(a) It is admitted that out of the revenues of the Colony derived from the ratepayers \$360,000, or thereabouts, is deducted and placed at the disposal of the Imperial authorities as a military contribution. It is not a contribution, but a tax pure and simple, which is as much recanted by the intelligent portion of the ratepayers as was the monstrous Stamp Tax that led, indirectly, to the War of Independence in America and cost us the loss for ever of our American colonies and the love and respect of "our cousins."

(b) Any scheme that can be devised for lessening the burden of this *extra* taxation merits full and impartial consideration by the Government as well as by the people.

(c) If a small and real contribution be collected from the people who earn a living in the Colony, the sum total of which is devoted to reducing or wholly replacing the present Military Tax, then not only will the ratepayers feel that they are really contributing to the Imperial Treasury, but the Imperial Government must regard the remittances as evidence of loyalty and good-will towards the Mother Country.

(d) Manifestly, then, if we are to make up a virtually voluntary contribution of \$360,000 a year almost everybody in the Colony (of whatever rank, creed or status in society) should be in some way bound, or bind themselves, to contribute a small sum. But how is this small sum to be collected and what shall it amount to? My reply is that the contribution should be collected as a ground rent, and that the rent should be leviable on those who actually owning ground in the Colony are not now called on to pay ground rent to the Crown. I refer, of course, to the tens of thousands of graves on the island of Hongkong and Kowloon peninsulas. There are, I believe, upwards of 200,000 Chinese graves on the island of Hongkong alone, while European, Indian, Malay, and Parsee graves surely number fully 30,000. Strange to say, beyond a merely nominal charge of a dollar or so on "interment," the Crown, as far as I can gather, obtains no revenue from the large tracts of land occupied by graves. Assuming there are only 150,000 Chinese graves on the island for which owners (relatives) can be found, and assuming these Chinese pay one dollar per annum. Crown rent is for the land they occupy and that such rent is collected, added to a reasonable charge made annually to Europeans, Indians and others who occupy land for graves, it is clear that the burden of the military tax would be considerably lessened; and I contend, therefore, that the question of levying a small, a merely nominal, tax on graves merits careful consideration for it would be a very light charge and would, I assume, be carefully arranged and, when properly understood by all sections of the community be easily collected, being willingly paid by all concerned.

(e) Assuming the scheme, or one akin thereto, is found practicable it is, obvious that there could be a great reduction of official expenditure, and it would then soon be possible to devote say \$100,000 or \$200,000 to the cause.







## Intimations.

## NOTA BENE.

A GOOD THING IS WORTH REPEATING!

## CHAMPAGNE BITTERS

A TONIC

FOR BRAIN-WORKERS, THE WEAK, AND DEBILITATED.

WATKINS &amp; CO., Proprietors.

APOTHECARIES' HALL, 66, Queen's Road Central.

Hongkong, 10th July, 1895.

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## EASTERN MICA WORKS.

AHEAD ALL THE TIME!

60 BOILERS AND 2 MILES-OF-STEAM-PIPE COVERED IN 12 MONTHS

THE LOCAL INDUSTRY.  
HOLDSWORTH'S COMPOSITION  
IS THE BEST AND CHEAPEST IN THE MARKETRESULTS IN A SAVING OF AT LEAST TWENTY PER CENT. OF FUEL.  
IN TIERS READY FOR USE, F.O.B. ONE TON COVERS 200 SQ. FT.  
"X.G."—ASBESTOS COMPOSITION DRY IN CWT. BAGS.

## REFERENCES:—

Hongkong & Whampoa Dock Co.; Blackhead & Co.; White & Co.; Carmichael & Co.;  
Chee Woo & Co.; I. M. Customs; Douglas Steamship Co. and the C. P. R.

For further Particulars, Prices, or Estimates, apply to

C. HOLDSWORTH,  
EASTERN MICA WORKS,  
HONGKONG.

Hongkong, 10th August, 1896.

## SETTING UP OF DISTILLERIES

Rice—Corn—Sugar-cane, etc.

PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS

SETTING UP OF  
Liquors Factories—Preserves Factories  
Laboratories of Druggists—Essences Factories

## STEAM KITCHENS

ECROT &amp; GRANGE, rue Mathis, PARIS

Apply to Messrs. DODWELL CARLILL &amp; Co., Hong Kong.

## TEETHING BABIES

need time for the teeth. All children need time for a healthy formation of the growing bones. Curvature of the spine, bow legs, and soft bones do not have enough time. When children are thin they need material for making flesh.

## Scott's Emulsion

contains lime, and also the very essence of rich blood and healthy flesh. It has a remarkable effect on babies and children, insuring a healthy growth. The problem is simple. Scott's Emulsion contains the actual elements of food in an easy form for digestion and assimilation. Try it.

Sole Agents for Hongkong and the Empire of China:—WATKINS &amp; Co., Hongkong.

## MITSUI BUSSAN KAISHA.

No. 8, Queen's Road Central.

Head Office—TOKIO.

Branch Office—  
LONDON, NEW YORK, BOMBAY,  
SINGAPORE, SHANGHAI, TIENTSIN,  
NEWCHANG and all Ports in JAPAN.

## Agents:—

Mitsui Bussan Kaisha, Ltd.,  
Osaka, Kobe, Yokohama,  
Kanto, Japan.  
Tokyo Marine Insurance Co., Limited.  
Meiji Fire Insurance Co., Limited.  
Wataru Watch Co., Limited.  
Imperial Government Paper Mills, Japan.  
Cotton Cleaning and Wkg. Co., Shanghai.  
Onoda Cement Company, Japan.  
Kansai Cotton Spinning Mill, Japan.  
Tokyo Cotton Spinning Mill, Japan.  
Hayashi Clock Factory,  
Hongkong, 6th July, 1896.

LAND AND SEA MAY LIE

BETWEEN YOU AND

## CHICAGO, U.S.A.

No matter where you live, we can deliver to you cheaper than you can buy anywhere else in the world. Clothing, Shoes, Dry Goods, Watches, Jewelry, Sewing Machines, Harness, Saddles, Hardware, Tools, Guns, Ammunition, Bicycles, Agricultural Implements, Vehicles of all kinds, Furniture, Books on every subject. To introduce to you our immense facilities, we will send free of charge to you or any other foreign resident our "BUYERS' GUIDE," a 24 pound book, 700 pages, 15,000 illustrations, 40,000 descriptions—available in ordering—and our "HAND BOOK FOR FOREIGN BUYERS," which gives all information necessary to put you in touch with our methods. Send us your address and we'll do the rest.

MONTGOMERY WARD & Co.,  
111 to 118 Michigan Ave., Chicago, U.S.A.

## Shipping.

## STEAMERS.

"RICKMERS"—REGULAR LINE OF STEAMERS.

FOR MARSEILLES, HAVRE AND HAMBURG.

THE Company's Steamship

"EILEEN RICKMERS,"

Captain Struck, will be despatched as above on MONDAY, the 1st instant.

For Freight, apply to

ARNHOLD, KARBERG & Co.,  
Agents,  
Hongkong, 10th August, 1896.

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## Shipping.

## STEAMERS.

## NIPPON YUSEN KAISHA.

FOR KOBE AND YOKOHAMA.

THE Company's Steamship

"HIROSHIMA MARU,"

Captain C. A. Andersen, will be despatched for the above Ports TO-MORROW, the 27th instant, at Noon.

For Freight or Passage, apply to  
NIPPON YUSEN KAISHA,  
Hongkong, 26th August, 1896.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR ISWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAIMUN,"

Captain Bathurst, will be despatched for the above Ports on FRIDAY, the 28th instant, at Noon.

For Freight or Passage, apply to  
DOUGLAS LIPRAIK & Co.,  
General Managers,  
Hongkong, 25th August, 1896.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"ESMERALDA,"

Captain G. A. Taylor, will be despatched for the above Port on FRIDAY, the 28th instant, at 5 P.M.

This Steamer has Superior Accommodation for Passengers, and is fitted with the Electric Light.

For Freight or Passage, apply to  
SHEWAN, TOMES & Co.,  
General Managers,  
Hongkong, 24th August, 1896.

"GLEN" LINE OF STEAM PACKETS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"GLENESK,"

Captain Glegg, will be despatched as above on SATURDAY, the 29th instant, at 4 P.M.

For Freight or Passage apply to  
JARDINE, MATHESON & Co.,  
Agents,  
Hongkong, 17th August, 1896.

"BEN" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"BENVOIR,"

Captain Clark, will be despatched as above on SATURDAY, the 30th instant, at 4 P.M.

For Freight or Passage apply to  
GIBB, LIVINGSTON & Co.,  
Agents,  
Hongkong, 25th August, 1896.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR KOBE (DIRECT).

THE Steamship

"GUTHRIE,"

Captain St. John George, will be despatched as above on MONDAY, the 31st instant, at 3 P.M.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents,  
Hongkong, 25th August, 1896.

"GLEN" LINE OF STEAM PACKETS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"GLENFRUIN,"

Captain Darke, R.N.R., will be despatched as above on or about THURSDAY, the 10th September.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
Agents,  
Hongkong, 25th August, 1896.

JAVA, CHINA, JAPAN LINE OF STEAMERS.

UNDER MANAGEMENT OF THE ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.

PROPOSED SAILINGS (Subject to Alterations).

FROM HONGKONG.

S.S. Germania ..... To JAPAN ..... 1 Sept.

S.S. Cassin ..... To JAPAN ..... 1 Oct.

S.S. Federation ..... To JAPAN ..... 1 Nov.

S.S. Cassin ..... To JAPAN ..... 1 Sept.

S.S. Federation ..... To JAPAN ..... 1 Oct.

S.S. Germania ..... To JAPAN ..... 1 Nov.

General Agents for China & Japan,  
LAUTS, WEGENER & Co.,  
Hankow, 22nd August, 1896.

SAILING VESSELS.

FOR NEW YORK.

THE 3/3 A. I. L. American Ship.

"CHARLES E. MOODY,"

Captain Leonard, is loading here for the above Port, and will have quick despatch.

For Freight, apply to  
ARNHOLD, KARBERG & Co.,  
Hongkong, 5th August, 1896.

FOR BALTIMORE.

THE 3/3 L. I. American Ship.

"ISAAC REED,"

Captain F. D. Waldo, is loading here for the above Port, and will have quick despatch.

For Freight, apply to  
ARNHOLD, KARBERG & Co.,  
Hongkong, 5th August, 1896.

FOR NEW YORK.

THE 100 A. I. American Ship.

"PAUL REVERE,"

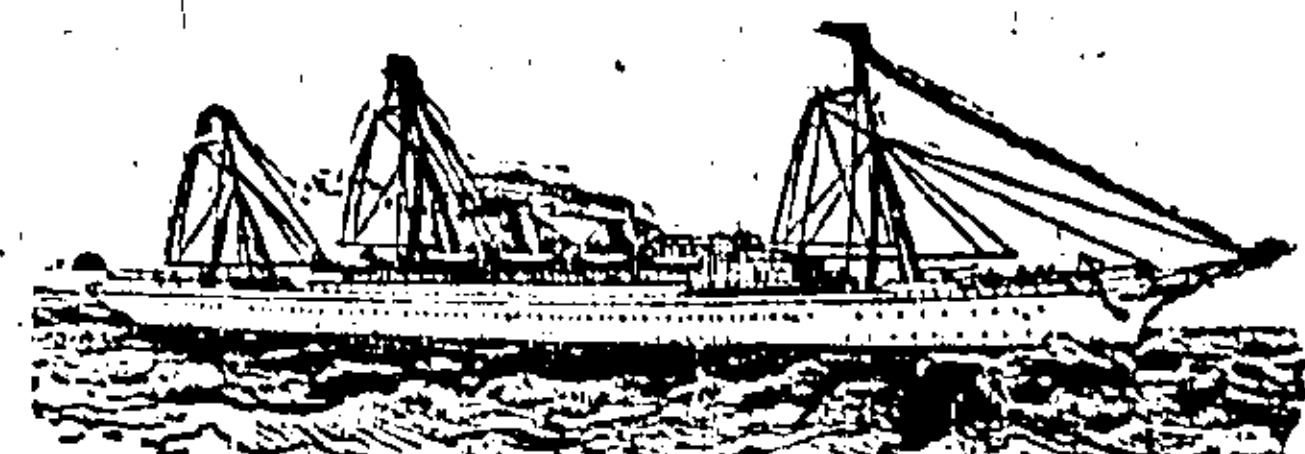
Master, shortly expected from SHANGHAI, will load here for the above Port, and will have quick despatch.

For Freight, apply to  
CARLOWITZ & Co.,  
Hongkong, 24th July, 1896.

## Mails.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1896.



1896.

## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 2nd September.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 30th September.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 28th October.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the world), the LUXURIOUS DEPARTS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line runs.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &amp;c., apply to

Hongkong, 12th August, 1896.

D. E. BROWN, General Agent,  
Pedder's Street.

## OCCIDENTAL &amp; ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS.

AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belgic (via Nagasaki, Kobe, Inland Sea and Yokohama) Saturday, 12th Sept., at Noon.

Capitol (via Nagasaki, Kobe, Inland Sea and Yokohama) Wednesday, 10th Sept., at Noon.

Gaelic (via Nagasaki, Kobe, Inland Sea and Yokohama) Saturday, 17th Oct., at Noon.

The Company's Steamship

"BELGIC"

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on SATURDAY, the 12th September, 1896, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent,  
Hongkong, 25th August, 1896.

F. BLACKHEAD &amp; CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG.

SOLE AGENTS FOR

HARTMANN'S RAHTIENS GENUINE

COMPOUND HAND BRAND,

HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR LAUNCHES,

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. &amp; O. SPECIAL LIQUOR SCOTCH WHISKY, &amp;c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 14th May, 1896.

## U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Nagasaki, Kobe, Inland Sea and Yokohama) Thursday, 3rd Sept., at Daylight.

Peru (via Nagasaki, Kobe, Inland Sea and Yokohama) Tuesday, 22nd Sept., at Noon.

City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea and Yokohama) Thursday, 8th Oct., at Noon.

The U. S. Mail Steamship

"CHINA"

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 3rd September, 1896, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

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Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent,  
Hongkong, 19th August, 1896.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JULY'S FLUID

THE BEST DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,  
Bank Buildings.

Hongkong, 15th March, 1896.

## Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, SOYOT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONSTITUTIONAL and AMERICAN PORTS.

THE Steamship

"RAVENNA,"

Captain E. Street, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &amp;c., TO-MORROW, the 27th August, at Noon, taking Passengers and Cargo for the above Ports. This steamer connects at Bombay with the S.S. Peninsular, leaving that Port on the 19th Sept. for London direct.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Bombay into a steamer proceeding direct to Marseilles and London; other Cargo for London, &amp;c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE,  
Superintendent,  
Hongkong, 26th August, 1896.

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## NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON £100.

Excellent accommodation. First-class Table, DOCTOR and STEWARDESSE carried.

HONGKONG TO NEW YORK \$350.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY AND CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK, etc. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.

Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Tacoma ..... 1,450 | Thursday... | Sept. 3.

Victoria ..... 1,167 | Monday... | Sept. 21.

Olympia ..... 1,608 | Friday... | Oct. 9.

Bismarck ..... 1,601 | Tuesday... | Oct. 27